

The Hong Kong Daily Press.

No. 6461

日八月七十年司成結光

HONGKONG, FRIDAY, AUGUST 16TH, 1878.

五拜禮

號六十日八英 洋香

PRICE \$2 PER MONTH.

SHIPPING.

NOTICES OF FIRMS.

BANKS.

AUCTIONS.

INTIMATIONS.

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ARRIVALS.
August 15. CHINFLANG, British str., 799, S.
M. OFF. CHINLON, 14th August, General
SHEISSNER & Co.

REACHA, German brig, 256, P.
Thomson, Whampoa 11th August, Bal-
last—WM. PIGGAT & Co.

JAVA, Dutch steamer, 885, R. T.
Weber, Singapore 8th August, General
SHEISSNER & Co.

ARRIVALS.
At the HARBOUR MASTER'S OFFICE,
August 14th.

Cinkiang, British steamer, for Shanghai.
Briksan, British steamer, for Foochow.
Douglas, British steamer, for East Coast.
Carl, German bark, for Whampoa.
Morning Star, Siamese bark, for Chefoo.
Marco Polo, German bark, for Whampoa.

DEPARTURES.

August 15. CHINFLANG, British str., for Shingha.
August 15. EMU, Spanish steamer, for Amoy
and Manila.
August 15. PER ADDUA, British bark, for
Valparaiso.
August 15. ST. IDEUC, French bark, for
Tientsin.
August 15. DOUGLAS, British str., for East
Coast.
August 15. FLORENCE, NIGHTINGALE, British
bark, for Whampoa.
August 15. CARL, Ger. brig, for Whampoa.

PASSENGERS.
ARRIVED:
Per Chinkiang, str., from Canton.
Misses Hughes and Scott.
Per Jace, str., from Singapore.—
Mr. Buchanan and 16 Chinese.

Per Douglas, str., for East Coast—
1 room Chinese.

TO DEPART:
Per Alva, str., for Hoibow.—
Captain Gossel.
Per Chinkiang, str., for Shanghai.—
Mr. Nicholson and 40 Chinese.

REPORTS.

The Dutch steamer Juna reports left Si-
gapura on 8th August, and had fair weather
throughout the passage. The last day gauy
weather and heavy thunder.

FOOCHOW SHIPPING.

ARRIVALS.

3. Ene, British bark, from Hongkong.
4. Douglas, British str., from Hongkong.
5. Carl, German bark, from Nankang.
6. George, British bark, from Amoy.
7. Una, Chinese steamer, from Shanghai.
8. Argusino, British steamer, from Hongkong.
9. Mary, British bark, from Hongkong.
10. Lizzie, British schooner, from Nankang.
11. Wyle, British str., for Shanghai.
12. Surprise, British bark, from Shanghai.

DEPARTURES.

Standard, British steamer, for London.
Malabar, British steamer, for London.
3. W. Minstrel, British bark, for Melbourne.
4. Prins F. Carl, German str., for London.
5. Namoo, British steamer, for Hongkong.
6. Alice Mary, British bark, for Sydney.
7. Douglas, British steamer, for Hongkong.
8. China, German schooner, for Tientsin.
9. Eleonore, British bark, for Capo Town.
10. Ocean Rover, British str., for Port Natal.
11. Surprise, French gunboat, for Saigon.

NINGFO SHIPPING.

ARRIVALS.

25. Ningpo, British steamer, from Hongkong.
22. Chang'an, German lorch, from Hankow.
21. Hainan, German lorch, from Weinchow.

August 4. Dolphin, Ger. 3-m. str., from Singapore.

26. Ningpo, British steamer, for Shanghai.

3. Chang'an, German lorch, from Hankow.

YOKOHAMA SHIPPING.

ARRIVALS.

21. W. Pendleton, Amer. bark, from Nagasaki.
23. Orissa, British steamer, from Hongkong.
25. Nagoya Maru, Japan str., from Shanghai.
25. Cross Hill, British ship, from Newcastle.

July DEPARTURES.

1. Phoenix, Brit. str., for Kobe.

23. Nestor, Amer. bark, for Portland (Oregon).

24. Tancis, French steamer, for Hongkong.

25. Iris, British 3-m. schooner, for Kobe.

26. Flying Spar, British bark, for Kobe.

27. Stanhope, American bark, for Kobe.

28. Earl of Devon, British bark, for Kobe.

SINGAPORE SHIPPING.

ARRIVALS.

31. Aja, British steamer, from Liverpool.
31. Patric, Dutch steamer, from Deli.

August 1. Wunderbar, Steamer, for Macassar.

1. Banda, Dutch str., from Pekan.

1. Normanby, British str., from Kintambo.

1. Samara, Indian steamer, from Giava.

1. R. Brooke, British steamer, from Sarawak.

1. Japan, Dutch str., from Batavia.

1. Aquaria, German corvette, from H'kong.

2. Marceles, Spanish steamer, from Manila.

July DEPARTURES.

1. Gladiolus, British corvette, for New York.

31. Cavalier, British steamer, for Penang.

31. Plaza Hall, British str., for Hongkong.

31. Piva Paket, British str., for Penang.

August 1. Marabou, British steamer, for Penang.

1. Ban-Yung-Sea, Brit. str., for Bangkok.

1. Rosa, British steamer, for Sourabaya.

1. Banda, Dutch steamer, for Macassar.

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).
General ... Flushing ... Dec.
Earl of Devon ... Antwerp ... Jan. 11
William H. Besse ... London ... Feb. 25
Mabelack ... Falmouth ... Mar. 14
Hans ... Falmouth ... Mar. 14
Robert Henderson ... London ... Mar. 25
Horst ... Newport ... Mar. 25
Orsolo ... Liverpool ... Mar. 28
Maritime Union ... Cardiff ... April 6
Hamburg ... Hamburg ... April 11
Lizius Parry ... Antwerp ... April 15
India ... Calcutta ... April 15
Rosa Welt ... Liverpool ... April 23
Ada Mahone ... London ... May 1
Mellown ... Liverpool ... May 1
Cosmo ... Penrith ... May 2
Zingari ... Antwerp ... May 3
Sarah ... Cardiff ... May 5
Imperialis Elizabeth ... Liverpool ... May 6
Southern Cross ... Cardiff ... May 6
Napier ... Cardiff ... May 9
Don Quixote ... Penrith ... May 12
Verona ... New York ... May 14
Lord Macaulay ... Hamburg ... May 17
Drummond ... Cardiff ... May 17
Nicasia ... Cardiff ... May 18
Mare ... Cardiff ... May 18
Emily Chapman ... Cardiff ... June 11
Aurora (s.) ... London ... June 19
France ... Antwerp ... June 19
Commissioner ... Penrith ... June 22
Galatas (s.) ... Hamburg ... June 23
Melville ... London ... June 23
Ironbound (s.) ... Marselles ... July 12

ARRIVALS.

1. CHUNG NGOL SAN PO
(Chinese Daily Press),
PUBLISHED DAILY.

Is the best medium for Advertising among the
Native Community.

It has been established upwards of
TEN YEARS, and contains the largest and
most varied collection of news from
the Southern China.

It is carefully edited by an experienced
Chinese Scholar, and contains Fuzhou and
Tianjin COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at
the Office, Wyndham Street, Hongkong, or from
the different Agents.

Hongkong, 10th January, 1878.

AUCTION SALES TO-DAY.

LANE, CRAWFORD & CO.
At noon.
Sundries Goods.

Hongkong, 10th January, 1878.

NOTICE.

CHARTERED BANK OF INDIA, AUS-
TRALIA, AND CHINA.

NOTICE.

THE BANK OF ENGLAND.

NOTICE.

THE NATIONAL BANK OF SCOTLAND.

NOTICE.

MAYER & CO.

NOTICE.

THE DAILY PRESS.

NOTICE.

THE HOUSEHOLD COMPANION.

NOTICE.

THE

NOW ON SALE.

THE CHRONICLE AND DIRECTORY
For 1878.
(With which is incorporated "THE CHINA
DIRECTORY")

This Comprehensive Work, now in the SIXTEENTH YEAR of its existence, has been compiled from the BEST and MOST RELIABLE SOURCES, and no pains have been spared to render it COMPLETE in EVERY RESPECT.

The larger Directory contains the different Treaties and Conventions made by China and Japan with foreign countries, together with various Acts, Ordinances, and Regulations relating to Commerce and Shipping.

The Chronicle and Directory is the only publication of its kind for China and Japan, and it will be found invaluable in all Public, Mercantile, and General Offices.

It is published in two forms—Comptos at \$5, or with the Lists of Residents, Post Directories, Maps, &c., at \$3.

Orders for Copies may be sent to the Daily Press Office, where it is published, or to the following Agents:

MACAO Messrs. A. A. de Mello & Co.
SWATOW Messrs. Campbell & Co.
AMOY Messrs. Wilson, Nicholls & Co.
COCHINCHINA Messrs. Wilson, Nicholls & Co.
BOMBAY Messrs. Kelly & Walsh, S'għaj
SHANGHAI Messrs. Hall & Holts.
HANKOW Messrs. Hall & Holts, and Kelly
RIVER PORTS Messrs. Kelly & Walsh, Shanghai;
CHIENFOO Messrs. Hall & Holts, and Kelly
NEWCH'WAN Messrs. Hall & Holts, Shanghai;
TAKIEN Messrs. Hall & Holts, and Kelly
PEKING Messrs. Hall & Holts,
The C. and J. Trading Co.
HOKO, OSAKA The C. and J. Trading Co.
YOKOHAMA Japan Gazette Office.
MANILA Messrs. J. de Loyaga & Co.
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SINGAPORE Messrs. Sayle & Co.
LONDON Messrs. Malherbe, Jullian & Co.
LONDON Mr. G. A. C. Comyn & Lane.
LONDON Messrs. Butcher, Gould.
SANFRANCISCO Mr. L. P. Fisher, 21 Merchants' Exchange.
NEW YORK Messrs. S. M. Pettigill & Co., 37 Park Row.

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS.
By Appointment to His Excellency the Governor
and his Royal Highness the Duke of EDINBURGH.

WHOLESALE AND RETAIL DRUGGISTS,
PATENT MEDICINE VENDORS,
DRUGGISTS, SUNDRY MEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm A. S. Watson and Co., or
HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.
Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.
All letters for publication should be written on one side of the paper only.

BIRTH.—On this instant Mrs. JOHN D. HUMPHREYS, of a son, who survived her only a few hours.

The Daily Press,
HONGKONG, AUGUST 16TH, 1878.

THE CHINESE IN PERU.

The Tokio Times, in the course of an article headed "China and Peru," falls foul of us for suggesting that the Chinese emigrants to Peru should be allowed to repay their passage to the Agents of the Company through the Chinese Consul. Our Tokio contemporary evidently writes with a strong bias; we wrote simply with a view, if possible, of helping towards some solution of the problem of how to give China relief from the evil of a too redundant population. After declaring that the suggestion to give Peru another trial is weak and unsafe, but giving no reason for the assertion, the Tokio paper proceeds:—"The only measure of security suggested, as valuable in the way of protection as Don Quixote's shield, is that China send a representative with the first lot of workmen, to visit estates on which her people are employed, and report upon them; and further to see that the new immigrants enter into no engagement except of their own free will. But the only way to ensure this is to see that the men themselves are free—to set aside, and utterly repudiate the whole contract system. When Peru has given substantial guarantee that the Chinese there settled shall have justice shown them if they make complaints, shall find impartial courts open to them for redress in the event of ill-treatment or wages withheld, shall be free to come and go under such equitable arrangements as elsewhere exist between master and servant, then, and not till then, can we put faith in the promises about free emigration." Now we should like to know why a Chinese representative in Peru would be valuable as a protection to the coolies. What right has the Tokio Times to take it for granted that the Chinese representative would conceive of oppression and cruel treatment of his countrymen? Even if disposed to wink at any injustice, which we should be very slow to assume, the Chinese Consul in Peru would not fail to remember that the eyes of the world would, so to speak, be upon him, that zealous humanitarians would be keenly scanning his conduct, and that his Government would expect him to keep a very sharp lookout after the interests of his countrymen. To say that by allowing the emigrants to pay their passage money to the agents of the steamer through the Consul would be to renew the contract system would be wholly incorrect. It would be true if the planters advanced the money and the coolies repaid it to them. But the employers in this case would not be able to withhold a cent of their servants' wages. The sum to be paid by the coolies would be treated as an ordinary debt, and would be recoverable by the same means. We can see no objection to this plan, so long as the immigrant lands in Callao free to dispose of his labour to the highest bidder or to the employer he most fancies. The Tokio Times says that when Peru has given proper guarantees—that they are more than have been already given—is not very clear—"then the industrious

Mongol may find his own way to Peru, as he has found it elsewhere, and as he will doubtless find it in any country where he is not so shamefully ill-treated and can earn a trifle more than will supply his modest necessities for existence." This is great nonsense, and the writer can scarcely be as simple as he affects. It is a fact sufficiently notorious that the Chinese coolie possessed of eighty dollars would not dream of emigrating—the only Chinese emigrants who could afford to pay such a sum for a passage to another country are the speculative traders, many of whom go to Java the Straits Settlements, Borneo, Cochinchina, the Philippines, America, and Africa. But the vast majority of Chinese emigrants, even to countries comparatively near the Central Kingdom, have their passage money advanced by their own countrymen—they go under bond to repay the amount with heavy interest. How is the emigration to the United States conducted? Low as the fare to San Francisco is, it has to be advanced to most of the emigrants by the Six Companies. "The Industrial Mongol," as the Tokio Times incorrectly terms the Chinese coolie, could never find his way to Peru unless his fare was paid for him. If his Government will not allow him to pay for it subsequent to arrival in Peru, of course there is no end to the new emigration scheme unless, indeed, the Peruvian Government chooses to pay for his passage out and in, like some of the Australian Colonies do for the same class of English emigrants." But while the Chinese emigrants continue to be mere birds of passage this could hardly pay. Properly carried out, we repeat, there can be no reasonable objection to the suggestion we threw out in our issue of the 29th June; the assertions of the Tokio journal notwithstanding.

The seers and visionaries thrown out against the firm of Messrs. OLIPHANT & Co. & Co. The Tokio Times do not strengthen its cause, as they are wholly unmerited and uncalled for.

THE closing of the entries for the forthcoming race has been postponed until Monday.

The British ship *Suzans*, Captain Philip, sailed at Sydney for Shanghai on the 17th ult.

We regret to hear that the exigencies of the service require Captain Dempster to rejoin his regiment at Singapore.

THE Lencasia left Newcastle, N.S.W., on the 17th ult. for Hongkong, with 160 tons of coal, 18c. per ton; and the Mary Miller left on the 20th ult., with horses, cattle, &c., for Hongkong.

The remanded case at the Harbour Master's office against the master of the *Mo K Fa Ming* junk, for leaving the harbour without a clearance on the 6th ult., came up again yesterday and was dismissed.

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THE BELGIAN STEAMER *Calais*, from Whampoa, has put into this port to adjust her propeller.

From private sources we learn that the dismembered Chinese Junk, *Le Chant*, recently captured, and that her cause was unknown. Our informant adds that they have been greatly exaggerated both in the native press and by rumour.

Several Russian man-of-war on this station have long out-served their commission; and the peaceful *peacocks*—so familiarly often referred to them in these waters, which has become monotonous and wearisome. The *Peacock* has been laid up in the dockyard, and the *Le Chant* at present in this port, which had received the welcome route, and made their home, the Suu Canal, through the usual stages.

The case of the emigrants who were to have left for Rurik for Calais will be sub judicata in a day or two, and we believe the claim of the agents against the Japanese Government is likely to be a large one. None of those intending emigrants seem to have been well informed of the facts, and that their cause was unknown. Our informant adds that they have been greatly exaggerated both in the native press and by rumour.

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Several Russian man-of-war on this station have long out-served their commission; and the peaceful *peacocks*—so familiarly often referred to them in these waters, which has become monotonous and wearisome. The *Peacock* has been laid up in the dockyard, and the *Le Chant* at present in this port, which had received the welcome route, and made their home, the Suu Canal, through the usual stages.

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